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# Hongkong Daily Press.

ESTABLISHED 1857.

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9.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.  
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.  
4.00 p.m. to 4.45 p.m. ... Every 15 minutes.  
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8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m., very 1 hour.  
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8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
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SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
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Hongkong, 5th June, 1903.

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PORTLAND CEMENT.  
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SHewan, TOME & CO.,  
General Managers.  
Hongkong, 14th August, 1903.

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NEW PREMIER CYCLES. Best American  
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UNITED STATES.  
(HENRY B. HORN, Founder.)

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T. F. DA CRUZ Manager.  
Canton, 1st October, 1901.

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\$21 PER DOZ.

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IT REMOVES ALL UNWHOLESOME ACCUMULATIONS WHICH CAUSE  
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VIGOROUS CONDITION.

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AS CHEAP AS GAS!

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Hongkong, 1st September, 1903.

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Special Dining Room for large parties.

Ladies' Afternoon Tea-Rooms with European Matron in attendance.

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For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900.

MANAGER.

Hongkong, 31st October, 1902.

KING EDWARD HOT

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[3]

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Only communications relating to the news columns should be addressed to the Editor.

Correspondents must forward their news and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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## The Daily Press.

HONGKONG OFFICE: 14, DESVOUX ROAD.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 14TH SEPTEMBER, 1908

As will be seen from the statement appearing in another column, a steamer is to be built in this Colony for the trade of the Lower Yangtze. Messrs. BUTTERFIELD & SWINE, representing the China Navigation Company, have given the order, and the contract is with the Hongkong and Whampoa Dock Company. Both firms are to be most heartily congratulated, and the evidence of the vitality of British enterprise is satisfactory to the highest degree. The note most frequently sounded in connection with British shipping and commercial affairs in recent years has been one of pessimism, a "crock" in fact; and this has been heard in the Far East as elsewhere. It has been easy to make out a bad case, for it is impossible to deny that Germany and the United States, and, out here, Japan, have made enormous progress; from which, being able to show that Great Britain's percentage of trade, etc., has decreased, the alarmists have deduced British decadence. The view is, of course, fundamentally false. The increasing wealth of our competitors has enabled them to spend largely on the increase of their commerce, with corresponding results. Britain's wealth has also greatly, but not to such a gigantic extent as to equal the growth of all our competitors combined. How any sane man could imagine that it would, is hard to see. Nevertheless, though the absurdities of the prophets of British ruin are only to be noted with feelings of astonishment, it cannot be denied that there is apparent in many quarters of the British commercial world a distinct excess of conservative policy. Still worse is the neglect of the

British Government to protect its nationals' trade interests as other countries do theirs. It is not necessary to dwell on the latter point among British residents in the Far East. The facts of recent history are only too painfully familiar.

To return to the new enterprise which we commenced by mentioning. It is gratifying to see attention being paid to the Yangtze region, which was once generally looked upon as an almost exclusive British sphere of influence, but the trade in which has now attracted very serious rivalry and even a denial of our pre-eminence by certain countries of late. It will not be uninteresting to look at a few figures of the shipping on the Lower Yangtze during the two past years, taken from the Imperial Maritime Customs reports. The statistics of the five ports of Chinkiang, Nanking, Wuhan, Kiukiang and Hankow repay examination. If we take the figures of vessels entered and cleared at each port in 1901 and 1902, we find the following:

At Chinkiang in 1901 British vessels numbered 2,664 out of a total of 5,182; in 1902 they numbered 2,483 out of 4,935. But in the spite of the fall both in British and in total numbers, British tonnage increased from 2,596,032 to 2,688,035. A bad character who broke into a shop at 342, Des Vaux Road West with intent to commit burglary was sentenced at the Police Court on Saturday to six months' imprisonment with hard labour. There were two previous convictions against him.

A number of forged lottery tickets for the last Macao Lottery were circulated in Hongkong and some people who purchased them were only made aware of the fraud when they went to lift their prize-money. About 50 of the forged tickets were seized in Kowloon.

The King has intimated, through the Commander-in-Chief, that he has been pleased to grant permission to the band of the Coldstream Guards to proceed to Canada to fulfil an engagement at the Dominion Exhibition at Toronto. This is the first time that a famous military band in Great Britain has been invited to a British Colony.

At the Magistracy on Saturday Lam Tam was brought up on a charge of returning from banishment. Although his photograph and description appearing in the Police records left no room for doubt as to his identity, the man denied that he had ever been deported, and Mr. Scrimgeour Smith committed him for trial at the next Sessions.

H.M.S. Powerful arrived at Gibraltar on the 10th ult., having broken down. No official information as to the cause of the break-down was available, but it was ascertained that one of the condensers gave way and the firable plugs yielded. This was believed to be due to the condenser not being in constant use. It was closed pending its arrival in England, where it was to be examined by a board.

Plague, though it has for many weeks now promised to disappear from the Colony, is not completely banished. In the return for the day ending at noon on Saturday a fatal Chinese case was reported from Caine Road. These sporadic cases, long after the end of the epidemic, are very annoying, as they prevent Hongkong from obtaining a clean bill of health and continue the handicap on trade and shipping.

We have received from the local agents of the Messageries Maritimes Co. a handbook (No. 2, 1903) of information for passengers, and shippers, by whom it will be found valuable for reference. We have also acknowledged receipt of *La Dépêche Coloniale Illustrée* dealing with the Messageries Co. at the recent Hanoi Exposition; it is beautifully illustrated and gives a very full description of the working of this famous steamship company.

The story of an unprecedented heart operation is telegraphed from Paris. A thirteen year-old girl had been stabbed, and Dr. Boyle of the hospital fearing that the knife had penetrated the heart removed the organ with a pair of forceps, elevated it into view and examined it for two minutes. No injury could be found, and the heart was put back in its place with no apparent injury to the patient. The actual removal was effected by cutting through two ribs and pushing the lung aside.

In the course of his sermon at the Cathedral yesterday morning, the Rt. Rev. J. C. Hoore, D.D., Bishop of Victoria, said that "he had no belief in spiritualism; he thought that the spirits of the departed would have something better to do than carry on trivial conversation with spiritualists."

In Queen's Road East a number of the standards for carrying the overhead wires of the new tramways have been placed in position in the middle of the street between the two sets of rails. At Arsenal Street the big trees which at present stand in the centre of Queen's Road are in the course of being removed to the side-walks.

The threatened typhoon is thought to have moved off to Hainan. The Black Ball was hoisted at 9.30 a.m. on Saturday, indicating a typhoon to the west of the Colony, with its centre less than 300 miles away. But Sunday morning opened unusually clear after the sustained rains which we have been enduring, and the day as a whole showed a welcome improvement. All the reservoirs are full as a result of the heavy rains and there should be no scarcity of water next spring, such as we had this year.

The Syria landed at Manila ten 6-inch modern coast defence guns for use on Corregidor Island.

It is notified in the Gazette that Mr. M. Nomura has resumed charge of the Japanese Consulate in Hongkong.

The addition of Mr. W. P. Lambert's name to the list of authorised architects in the Colony is notified in the Gazette.

According to a Simla despatch, local transport is to be engaged at Tientin, China, for sending back men and stores to India.

The French have begun to use motor ambulances, specimens of which have lately appeared in the streets of Paris. A small seat is fixed at the back for the nurse, who controls the motor.

Mr. J. S. Thomson, acting agent for the P.M., O. & O., and T.K.K. steamship lines, informs us that the s.s. *America Maru* arrived at Yokohama on the 10th inst., three days ahead of schedule time.

Manila papers state that Captain Bishop is about to resign the command of the *Rohita Maru* and he will be succeeded by Captain Ernest Bent who is at present in Yokohama on the Yoza Kisan Kaisha's reserve list.

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Lord Kitchener continues to pay minute attention to matters connected with the life of the private soldier. He has ordered pint and half-pint mugs and glasses to be maintained in all cantonments in India for the convenience of soldiers requiring only small quantities of malt liquors.

The annual volume of *Proceedings of the Royal Colonial Institute* for 1902-3 has reached us. It gives a full report by the Council and a record of all the papers read and meetings held during the session. Amongst the contents is the report of the paper by Mr. Hugh Clifford, C.M.G., on "British and Siamese Malaya," it perhaps the most interesting to residents in the Far East.

A plague of elephants is reported from southern India. The protection afforded to these destructive beasts, has, according to Mr. W. L. Edington, the managing director of the Madras Mule Breeding Company of Annamalai, resulted in their numbers in the South having quadrupled in the last twenty or twenty-five years and he declares that the damage they do to the crops and to young forest can hardly be overestimated. Cultivators spend the whole night for weeks at a time burning fires, beating tom-toms and trying to scare the herds away, but the elephants seem to understand that their lives are protected and make their raids with great boldness.

Macedonian organisations have issued a note holding the Powers responsible for inevitable reprisals by the rebels for Turkish excesses.

Mr. Petroff, the Bulgarian Premier, has informally intimated to the Powers that unless the Turkish excesses in Macedonia are restrained, Bulgaria must depart from her attitude of strict neutrality.

A Consular report from Salonika states that 300 insurgents at Kastoria after surrendering were massacred.

## TELEGRAHS.

## REUTER'S SERVICE.

## THE BALKAN TROUBLES.

LONDON, 10th September.

The stories of massacres from Sofia are regarded with some incredulity.

LONDON, 11th September.

Turkish functionaries in Macaulay openly scoff at the idea of European intervention, declaring that, if Europe intervenes with an armed force, they would immediately burn, destroy, and massacre wholesale, leaving only a bare field for the invaders.

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## THE BORNEO ISLANDS AFFAIR.

LONDON, 11th September.

Great Britain has made representations to Washington about the Borneo Islands; the United States claim that the Islands formerly belonged to Spain.

LONDON, 10th September.

Correspondence is proceeding between Washington and London regarding the seizure by American warships of islands in the vicinity of Sandakan and Darvel Bay, North Borneo.

## DISSOLUTION OF THE CAPE PARLIAMENT.

LONDON, 10th September.

The Cape Parliament is dissolved.

## THE BEIRUT AFFAIR.

LONDON, 10th September.

The Ambassadors have strongly remonstrated with the Porte against the condition of Beirut, where the Vali of Damascus has now arrived with troops.

## THE EMPEROR OF GERMANY'S VISIT TO VIENNA.

LONDON, 10th September.

Though it was originally decided that Count Bismarck should not accompany the Emperor William on his impending visit to Vienna, it is now announced that he will. The change is considered to be significant of the increasing gravity attributed to the situation in Turkey.

## THE "SUMNER" AGAIN DAMAGED.

LONDON, 10th September.

On the 6th inst. the U.S. transport *Sumner*, which recently left Hongkong for Manila after undergoing extensive repairs at the local dock, crashed into the dock at Mariveles, doing about \$4,000 worth of damage.

## A TYPHOON CASUALTY.

The only serious casualty reported locally in connection with the typhoon was the sinking of a junk in Capesun Pass on Friday night. Two junks were running into Chawan Bay for shelter when they collided and one was sunk. No lives were lost, the people on board the sunken junk being rescued by those on the other vessel. The sunken junk as she lies in the channel has her stern showing above water and is a danger to launches and other craft using that part of the Pass.

## THE A. D. C.

GRIEG

The approximate cast of the A. D. C.'s forthcoming performance of *Lord and Lady Aly*, as far as most of the principal characters are concerned, is:

Duke of Dronborough ..... Mr. H. W. Bird.  
Margrave of Quenby ..... Mr. John Hayes.  
Lord Algernon Cheltenham ..... Mr. Captain Bushe.  
Hon. Crosby Jethro ..... Mr. W. G. Worcester.  
Lady Algernon Cheltenham ..... Mrs. Grace O'Hillie-Mallinson.  
Violin Solo (a) "Romance" ..... B. Bourne.  
(b) March from the Opera "Nisida" ..... Cowen

Interval of 10 minutes.

## PART II.

GRIEG

Overture to "Hamlet and Gretel," Huynpernick  
Orchestra. "Bundesfest," ... W. A. Mozart.  
Messrs. Minow, C. H. Lammert, Koskin  
and Wagner.

Baritone Solo { "The Youngman's Wed" } waky  
Mr. C. H. Grace.  
Violoncello Solo { "Lo Rave," ... Gotterman  
Mr. P. L. Miller.

Tenor Solo { "Lead me your aid," ... Gounod  
"Queen of Shoba," ... Gounod

Soprano Solo { "The Pro. Ise of Life," ... Cowen  
"Song of the giddy little girl in the big black bonnet," ... Mr. Davidon, E.G.A.

Violin Obligato: Mr.

## THE NEW RUSSIAN VICE-ROYALTY.

Reuter's St. Petersburg correspondent telegraphed on the 13th ult.:—At Ussuri signed by the Tsar was promulgated yesterday. It provides that the Amur district, which is under a Governor-General, and the Kwantung territory shall be formed into a special Vice-royalty. The Viceroy will be invested with supreme authority over all branches of the civil administration, the direction of which will no longer be in the hands of the Ministries. It will be the Viceroy's duty to maintain order and to ensure safety in the districts traversed by the Eastern Chinese Railway, as well as to watch over the interests and needs of the inhabitants of the possessions bordering on the territory under the jurisdiction of the Viceroy, or lying on the other side of the border. Until a law concerning the extent of the duties of the Viceroy has been issued, the regulations drawn up in 1845 for the Caucasian territory will be in force for the administration of the Far East. Diplomatic negotiations with neighbouring States regarding the affairs of this territory will be in the hands of the Viceroy, who will be also entrusted with the command of the Russian fleet in the Pacific Ocean and all the troops in the new administration. A special committee, presided over by the Tsar, will see that the dispositions of the Viceroy are in harmony with the general policy of the Ministries. Vice-Admiral Alexeoff, Aide-de-Camp General to the Tsar, has been appointed Viceroy of the Far East. He has been instructed to submit to the Tsar for his Imperial Majesty's approval proposals for the administration of the territory over which he is to assume jurisdiction.

The Times, concluding a leading article commenting on the above, says:—There can be no doubt about the significance of a measure which creates a virtual dictatorship in favour of the Commander-in-Chief who has played for the last three years the leading part in framing and directing Russia's policy of expansion in the Far East. Instead of the promised evacuation of Manchuria, which was to have begun last April, an Imperial Viceroy, armed with the most extensive civil powers and supported by the most powerful army and fleet, that Russia has ever mustered in those regions, is installed in the territory where less than ten years ago Russia denounced the presence of a foreign Power as a permanent danger to the independence of the Chinese Empire and to the peace of the Far East.

## THE "UJINA'S" ARRIVAL AT MANILA.

Particulars came to hand on Saturday of the stranding of the British India steamer Ujina, on the reefs of North Danger Island, while on a voyage from Singapore to Manila. The Ujina was twelve days and nights on the reef. According to a report in the Caledonian, Captain Boon, master of the steamer, stated that she was carried on to the reef by strong currents in stormy weather, at 8 p.m. on August 5th. The reef, he said, was well marked on the charts and well known to him as well as to every mariner in those waters.

To facilitate the floating of the craft, a large portion of her cargo was thrown overboard, and a quantity of provisions was landed as a precautionary measure in the event of being obliged to remain on those shores for a long period. A few Chinese who had a junk anchored were the only people on the island when the Ujina struck it, and while they were willing to render assistance they were of little use. Captain Boon cannot say enough to express his appreciation of the work of the crew during the hours of trial.

Our contemporary adds:—The steamer is leaking badly, and her ballast tanks are filled with water. The pumps are working day and night. The extent of the damage to the Ujina cannot be determined until the ship is placed in drydock.

## THE RUSSIANS ON THE YALU.

Mr. Fraser, Editor of the Times of India, who passed through Hongkong in June on his way to Europe via Siberia, wrote from Chefoo on the 29th June:—It was here [Chefoo] that the opportunity for a little adventure presented itself. We were invited to go across the Gulf of Pechili, and see for ourselves that the Russians really had established themselves in Corea. You cross over, it appears, to the mouth of Yalu River. Then you ascend the estuary for about fifteen miles in a sampan, and finally land at a point on the Corean bank. If you are modest and retiring, and do not wish to be confronted with awkward questions, you land about an hour before daybreak, what time the heedless Muscovites sleepeth. And then, if you discreetly advance on the dawn breaks, you will presently see at your feet a Russian encampment. You can inspect all there is to be seen and retire unobserved; the Russians are late sleepers on the Yalu. There are over two hundred of them, including a few women. They are all in plain clothes, but are known to be reserves men. They have cases of Maximilian rifles with them, and plenty of ammunition. Some have even visited Chefoo. What they are doing across the Corean frontier is best known to themselves. The spot they have selected is practically uninhabited. They profess to be representing a new timber company, and they also talk of a scheme for building a tramway line to a brick-kiln ten miles away in the wilderness. Anyway, they are on the wrong side of the frontier, and the Japanese have heard of their presence there, so there may be trouble. One does not fell timber with Maximilian rifles; but if any difficulty arises, it will probably only end in a "diplomatic discussion". The facts are beyond dispute. There are men who have silently walked round the whole encampment in the half-light of dawn within the last three days.

## A FRENCH GENERAL ON THE ALLIES IN CHINA.

To the first July number of the *Revue des Deux Mondes* General Frey contributes an interesting article, which is to form part of a forthcoming book, on the co-operation of the forces of the Allied Powers in Chili in 1890 and 1891. The General evidently thinks that such striking co-operation between forces widely differing in language, traditions, and efficiency will become more frequent in the future now that the Great Powers have each of them a world policy. Naturally, he begins by describing the terms of affectionate comradeship which subsisted between the French and the Russian forces. He formed a high opinion of the efficiency of the Russian troops, their powers of endurance, their bravery, and their perfect discipline.

With regard to the English and Indian forces, he evidently does not consider that the Marines, who formed so large a portion of Admiral Seymour's column, were very well fitted for marches and other land operations. Nevertheless, he pays a warm tribute to their bravery. As for the officers and the non-commissioned officers, he was much struck by the truly British pluck which characterised them even in the most critical moments, and he declares that they always conducted themselves like gallant gentlemen. In this connection General Frey notes that the lessons in military training and tactics learnt in South Africa will be some compensation for the considerable sacrifices in men and money which the English nation made, "with an energy and with that indomitable tenacity which aroused the admiration even of its bitterest enemies." In a foot-note General Frey remarks that he wrote those words in November, 1891, but that in consequence of particular circumstances they could not be published before.

About the native Indian troops General Frey is very frank. Some of the European contingents, who had only heard travellers' tales about the Sikhs, Gurkhas, Punjabis and other Indian races, were very angry at being asked to receive them as brethren in arms. This preoccupation remained even to the end of the campaign, but not at all, says General Frey, among those of the allies who saw these troops at work. The coolie camp-followers who attended the contingent did not behave well, and their misdeeds were commonly, but unjustly, attributed to the Sikhs. He considers that the native Indian troops need not fear comparison with the native troops of any other Power. He particularly admires the Bengal Lancers, whom he calls magnificent troops. The particular defect of the Indian forces, he notes, was that they were insufficiently strengthened by white officers.

On the general question of the relations between the British forces and the other contingents, General Frey gives an amusing description of the British reserve which characterised the officers, who was, of course, imitated by the rank and file. He thinks that this was due to some extent to the subordinate rôle played by the British force in the operations, and also to the depressing effect of the news from South Africa—the affair of Fashoda also was too recent not to find a certain reflection in the relations between the French and English.

General Frey has nothing but praise for the Japanese troops, whose training, discipline, and efficiency were remarkable.

They exhibited a kind of mystical exaltation;

they went into battle with that sort of hypnotic fervour which produces heroes and martyrs. For the American contingent, too,

as small as it was, he has a great admiration, and he declares that they showed military qualities,

both individually and in the mass, of the very first order. With regard to the German force, General Frey commends its excellent organisation, but condemns the excessive discipline amounting almost to brutality, enforced even when the troops were off duty.

## GIBRALTAR AND MALTA.

M. Pinon, in a long article in the second June number of the *Revue des Deux Mondes*, discusses Gibraltar and comes to the conclusion that the position is now radically changed. Great Britain could retain her pre-eminence in the Mediterranean as long as the coasts of North Africa belonged to Mahomedan states, but to-day Bizerte weighs very heavily in the balance of forces and interests. Not even the definite annexation of Egypt, he thinks, could compensate Great Britain for the advantage which France derives from her Algerian and Tunisian Empire. In fact, Great Britain has been thrown by events into the arms of Italy. Without an understanding with Italy, and if Spain was no longer neutral, then Malta and Gibraltar would be no more than isolated, and therefore vulnerable, fortresses. M. Pinon goes on to question the loyalty of the Maltese. The union of the island with Great Britain is not, he says, a marriage of convenience; and the Powers in 1814, in assigning it to Great Britain, simply regularised a seizure and did not tremble about the wishes of the population. In this connection M. Pinon attributes to Mr. Chamberlain's famous visit to Malta the beginnings of the conflict between the Maltese and the British power. Of course the article was written before the latest achievement of Mr. Chamberlain in reverting to the old constitution of Malta against the wishes of the elected members of the Council. Still, M. Pinon comes to the conclusion that the unfriendliness of the Maltese is not so much a peril as a symptom.

The Patentees—Macniven & Cameron, Limited, observe A NATIONAL MEMORIAL for their excellent inventions.—*Dover Chronicle*. The Waverley Pen. The Pickwick Pen. The Owl Pen. The Hispoo Pen. Sold at all Stationers' Waverley Works, Edinburgh. [2045—3]

## TOBACCO EXPERIMENTS.

To the first July number of the *Revue des Deux Mondes* General Frey contributes an interesting article, which is to form part of a forthcoming book, on the co-operation of the forces of the Allied Powers in Chili in 1890 and 1891. The General evidently thinks that such striking co-operation between forces widely differing in language, traditions, and efficiency will become more frequent in the future now that the Great Powers have each of them a world policy. Naturally, he begins by describing the terms of affectionate comradeship which subsisted between the French and the Russian forces. He formed a high opinion of the efficiency of the Russian troops, their powers of endurance, their bravery, and their perfect discipline.

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## A MAHARAJA'S FURNITURE.

A curious affair is reported from India rising out of some furniture belonging to the Maharaja of Benares. The Maharaja himself makes the following explanation, in a letter to the Times of India and other papers:—

About 20th December, 1899, some three days after the departure of H. E. Lord Curzon from Benares, I received a letter from Mr. Porter, then Agent to the Governor-General and Commissioner, to the effect that a few ivory chairs of particular workmanship kept in the side rooms of my guest house had attracted the attention of the Vicar as their carving corresponded with those already in his possession at his Kebleton house in England. The Vicar, therefore, desired to know if I had any objection to part with them for a reasonable price, provided I had no sentimental associations attached to them. Till the receipt of this letter the chairs were lying in comparative oblivion. Although they must have been seen by hundreds of my distinguished guests, nobody ever seemed to take care of them with any special interest. I had therefore not the least hesitation in expressing my willingness to part with them if His Excellency would condescend to accept them as a present, as the idea of selling such things was repugnant to our notions. The Agent to the Governor-General therupon informed me that the Vicar would have been glad to do so in the face of the explicit rules and regulations on the subject. I therupon suggested a compromise. I agreed to accept a counter present of a corresponding value in the shape of a double-barrelled 303 rifle with hammers which I was on the point of ordering from home. The Vicar therupon intimated that he had already got a brand new rifle in his possession in every way corresponding to the description given by me, except so far as regards hammers, which he was quite willing to present to me if I preferred it, but in case I still liked to have a rifle with hammers it would take a little time to have one especially made in England. I having consented to the latter alternative the bargain was struck and the chairs were despatched to Calcutta. Before despatching them I expressed a desire to have the chairs fully repaired as they were really in a dilapidated condition, but was asked to send them as they were without being required. As regards their being sent to Calcutta at my expense, I am really horrified to think how a gentleman could ever entertain the idea of sending a present to a friend leaving the freight to be paid by the latter. It may be the latest etiquette but I was ignorant of it and so was the Vicar when he sent his counter present to me, fully prepaid. I also think that the Hon. Member [Sir MacNeill] is quite ignorant of the cheap rate at which chairs and camp equipages are charged for on our Indian railways, which is the case of these chairs was so small that nearly half of it was returned to me by the Vicar in the shape of a largesse to my servant who accompanied them. Now, as for the letter of Mrs. Smeaton, which had been ploughed to the depth of 80 centimes, and carefully manured with urine matter; the young plants were to be set in rows not less than two feet apart, the plants being eight or nine inches one from the other, and due attention paid to irrigation when water was obtainable, the department paying a higher price for irrigated than for plants which had grown without any but natural irrigation. During the whole time of the rearing of the plant, from the sowing until the leaves were finally delivered at the Government establishments, the producer was exposed to surprise visits at all times; the inspectors removed any defective or worthless leaves, burning them immediately. The farmer was prohibited from removing a leaf from a plant for any reason whatever.

Between September 15 and 20, the whole crop was to be carried and the leaves collected in bundles of 200 and dried in sheds on the property and then conveyed to Lecees for delivery at the Government classifying floors, when the produce was paid the price of the leaves; and later, when these had been thoroughly examined, classified and rebounded, he was paid a further premium on the results. A plant properly cultivated should give as many as 14 leaves, but of these, approximately, one half would be of second quality and the remainder would be classified in at least two or three grades of fineness, only, possibly, two or three leaves off a plant giving the whole of the characteristics required to be classified as "super excellent"; one of the conditions being a perfect uniform lemon gold colour. The necessity for this discrimination in the classification of the leaves arises from the fact that leaves which have grown near the ground level are far more rank and do not possess the pure aroma required for first-class tobacco while those closest to the flower are found to be too rich in nicotine, the best esteemed leaves being consequently some of those from the middle growth of the plant. For the 1903 crop, now under cultivation, the total request to be permitted to cultivate amounted in all to 40,000,000 plants of the Oriental qualities alone; while the administration was unable to entertain proposals for more than 16,500,000.

The reason why the department could not permit more than the quantity stated to be cultivated is that the premises at Lecees, although vast and airy, are not sufficiently extensive to handle more than that quantity of tobacco. The Consul states that having had an opportunity of trying some of the cigarettes he found that they were most satisfactory as to aroma and flavour. By public notice dated Rome, Sept. 15 last, the Department announced that they would accept offers to grow a total of 20,000 plants of "Cattaro" for ordinary tobacco, 2,000,000 plants of American "Bright," and 16,500,000 plants of various qualities of Oriental types; the product of the latter to be used, mixed with imported tobacco, in the manufacture of cigarettes of various kinds as sold by the Monopoly at prices varying between two and 12c. each, the weight of the cigarette being a gramme—1,000 cigarettes to the kilo. In this manner it is anticipated that the 1903 crop should give 125 to 130 tons of Oriental tobacco. This is to be performed at considerably lower prices. As the weaving is exclusively performed by the women and children on hand-looms, the husbands and fathers can continue their usual work, while the few additional pence per day earned at home help to keep the wolf from the door. This is, of course, a very primitive system, but as the cloth produced appears to be in great request here, there is quite a possibility that the infant industry may grow to gigantic proportions. All the "new" need, therefore, to ascertain and provide for the special requirements of the Chinese market. In Manchuria, for instance, there must be a complete annual change of pattern and design, whereas it is imperative, in the case of plain fabrics, to adhere strictly and minutely to long-established "crops."—The Globe.

## WHILE OUR PREMISES ARE UNDER REPAIR, OUR SHOW-ROOMS ARE AT 12. QUEEN'S ROAD.

FIRST FLOOR (ABOVE MESSRS. H. PRICE & CO.).

## ACHEE &amp; CO.,

FURNITURE AND PHOTO GOODS DEALER.

PLEASE SEE ADVERTISEMENT ON THE 1ST PAGE FOR THE GREAT REDUCTION IN PRICES OF PHOTO SUPPLIES.

Hongkong, 31st August, 1903. [38]

## THE LAHMEYER ELECTRICAL CO. LTD.

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1243

## SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share-list dated Hongkong, 12th September:—

The market is dragging along without any life in it, and as there is an inclination to sell against very few buying orders, most stocks are weak, and some of them show a decline during last week's quotations. The sterling Exchange of London for demand is £1. 10s. d. and the Shanghai rates are Tls. 72 for a three days' sight Private Paper.

BANKS.—Hongkong and Shanghai had small sales at \$630, and can be placed at this rate; the London rate is £234. A transaction in Nationals at \$28 is recorded.

MARINE INSURANCE SHARES.—Unions are stronger, and have buyers at \$500; China Traders sold at \$61½ and are steady at this rate; Canton Insurances, after sales at \$182½, are now on offer at this figure.

FIRE INSURANCES.—Hongkong Fires are in the market at \$325, and China Fires at \$86½.

SHIPPING SHARES.—The pending opposition has further depressed Canton and Macao, which are on offer at \$38; Indo-Chinas are slightly firmer, and buyers are probably prepared to pay \$88 as no shares seem to be offered; Shanghai is quoting Tls. 61; China and Manila have further dropped to \$19 and \$14, sellers, respectively; Douglasses have ruled very weak, and sales as low as \$34 are reported; at

time of writing the market has firmed up somewhat, and buyers are willing to pay \$37; Star Ferries have shared in the general weakness, and are offering at \$26, and \$16½ old and new script; Shell Transport are a little firmer, and, after sales at £1. 1s. 6d. and £1. 2s. 6d., are steady at £1. 2s. 6d.

REFINERIES.—China Sugars show a firmer tendency and shares could be paid at \$94.

MINTING SHARES.—Raubs are easier with sellers at \$9.

DUCKS, WHARVES AND GODOWNS.—Whampoa Docks are in demand a \$204; Kowloon Wharves at \$56; New Amoy Dock at \$373, and Farnham, according to late information from Shanghai, etc. Tls. 135, buyers in the North.

LAMPS, HOTELS, &c., BUILDINGS.—Land Investments sold and are offering at \$154. Hongkong Hotels were placed at \$145 on the dividend of 36 paid on the 7th inst., and Humphreys Estates are procurable at \$104.

COTTONS.—No change and no business reported.

MECHANICALS.—Cements are steady at \$22, Watsons are in demand at \$144, China Provisions sold at \$9 25, Watkins have improved their position to \$8.

MEMOS.—Hongkong Cotton Spinning and Weaving Company, Limited, ordinary yearly meeting on the

## NOTICE.

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## NEW ADVERTISEMENTS

## WANTED FOR CANTON.

A Canton Import Firm requires a reliable and experienced IMPORT BROKER. Offers stating former employment and giving references to be sent under cover to D. D. X., Cars of Daily Press Office, Hongkong, 14th September, 1903. [2585]

## WANTED.

By a Young Man, BOARD and RESIDENCE in Private Family. Apply, stating terms. K. Care of Daily Press Office, Hongkong, 14th September, 1903. [2586]

## TO LET.

N. 10, WYNDHAM STREET. NO. 24, CAINE ROAD.

## FOR SALE—CHEAP.

"BAHAR LODGE" at the Peak. And others to suit various requirements. S. A. SEETHI.

Land and Estate Broker.

Hongkong, 14th September, 1903. [1996]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

The Company's Steamship "HAIMUN," Captain Gibson, will be despatched for the above port TODAY, the 14th inst., at 11 a.m. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 12th September, 1903. [2582]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

The Company's Steamship

## "THALES."

Captain Short, will be despatched for the above port TOMORROW, the 15th inst., at 10 a.m. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 12th September, 1903. [2583]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

The Company's Steamship

## "LOONGSANG."

Captain G. S. Weigall, will be despatched for the above port FRIDAY, the 18th inst., at 4 p.m. This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.

## For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 12th September, 1903. [2584]

IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

## "SFYDLITZ."

OF THE NORDDEUTSCHER LLOYD, Captain C. Dovers, due here with the outward German Mail about the 16th inst., at 4 p.m., will leave for the above places about 12<sup>1</sup>/<sub>2</sub> hours after arrival.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 14th September, 1903. [2585]

## LOST.

An OLD FOX-TERRIER DOG. Smooth-haired, white body, tan head, very evenly marked, with diamond-shaped tan spot on forehead. Answers to the name of "RATS." Finder will be rewarded handsomely if necessary on returning him to owner, care of J.M.C. 16, Queen's Road.

Hongkong, 11th September, 1903. [2587]

## VICTORIA RECREATION CLUB.

## AQUATIC SPORTS 1903.

The Annual Aquatic Sports will be held on the 15th, 16th, 17th and 18th INST., in the CLUB ENCLOSURE, Austin Road, Kowloon. Sports commence on 15th and 16th at 4.30 P.M., and on 17th and 18th at 4 P.M. SHARP.

## Admission for Gentlemen, 50 cents each day.

Soldiers and Sailors in uniform half-price.

Tickets for Admission may be obtained from the STEWARD, V.R.C., on the day of the Sports.

Hongkong, 8th September, 1903. [2588]

## VICTORIA RECREATION CLUB.

## AQUATIC SPORTS 1903.

The Committee of the Victoria Recreation Club request the pleasure of the Company of the Ladies of Hongkong at the CLUB ENCLOSURE, Austin Road, Kowloon, on THURSDAY, 17TH INST., and SATURDAY, 19TH INST., at 4 P.M.—SHARP, on the occasion of the Annual Aquatic Sports.

By kind permission of Lieut.-Col. W. S. Birdwood and Officers, the Band of the 10th Bombay Light Infantry will play.

Hongkong, 8th September, 1903. [2589]

## CARMICHAEL &amp; CLARKE,

CONSULTING ENGINEERS

AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL" HONGKONG.

A.B.C. Code, 4th Edition

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th June, 1903. [17]

## AUCTIONS

## PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 14th day of SEPTEMBER, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land above Mount Kellett Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

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## PARTICULARS OF THE LOT.

No. of sale.	Regis. No.	Locality.	Boundary Measurements.	Content.	Annual Rent.	Use Price.
1.	117	Mount Kellett	80 ft. 100 ft. 160 ft. 118,800 ft.	74	1,500	

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TUESDAY, the 15th SEPTEMBER, 1903, at 2.30 P.M., at his SALES ROOMS, Queen's Road, SUNDRY HOUSEHOLD FURNITURE, CROCKERY, GLASS and PLATED WARE; A Few New Interesting BOOKS, One PIANO, One OLD VIOLIN in CASE, &c., &c., &c. TERMS OF SALE—As Customary. V. I. REMEDIOS, Auctioneer. Hongkong, 10th September, 1903. [2586]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on WEDNESDAY, the 16th SEPTEMBER, 1903, at 2.30 P.M., at No. 13, KNUTSPOND TERRACE, THE WHOLE OF THE HOUSEHOLD FURNITURE therein contained, Comprising: SILK TAPESTRY-COVERED DRAWING ROOM SUITE, DOUBLE & SINGLE IRON BEDSTEADS with WIRES and MATTAN MATTRESSES, TEAKWOOD OVERMANTEL with GLASS, DINNER WAGON, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, CARD TABLE, FIGURES, DINNER SERVICE, GLASS and CROCKERY WARE, COOKING STOVE, and UTENSILS, &c.; Also One LADY'S and One GENT'S BICYCLE, One RICKSHA, ONE CROQUET SET and ONE IRON SAFE.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 10th September, 1903. [2588]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on THURSDAY, the 17th SEPTEMBER, 1903, at 11 A.M., at the ARMY ORDNANCE STORES, Queen's Road East, the following GOVERNMENT STORES at the ARSENAL YARD:

OLD BRASS, GUNMETAL, COPPER LEAD, ZINC, STEEL, CAST, WROUGHT and GALVANISED IRON, LEATH, TARRED and PLAIN CANVAS, ROPE, DOOSOOTIE, BUNTING, LINEN, COTTON, and WOOLLEN RAGS, TARREO OAK, OLD WOOD, PACKING CASES, &c., &c.

Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE—Cash on delivery. All faults and errors of description at purchaser's risk on the fall of the hammer. All lots to be cleared within 48 hours.

HUGHES & HOUGH, Government Auctioneers. Hongkong, 11th September, 1903. [2589]

## PRELIMINARY NOTICE.

PUBLIC AUCTION.

ON ACCOUNT OF DEPARTURE.

THE Undersigned are in receipt of instructions from J. W. NORTON KYSH, Esq., to offer for Sale, on SATURDAY,

the 19th SEPTEMBER instant, at his residence, 5, CAMDEN VILLAS, Peak, all his HOUSEHOLD FURNITURE AND EFFECTS, Comprising:

BED-ROOM, DRAWING ROOM and DINING-ROOM REQUISITES, &c., &c.

Further particulars, together with the hour of commencement of sale, will be advertised in our local paper.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 9th September, 1903. [2543]

## ROYAL AERATED WATERS MANUFACTORY.

If you want a drink of health, it's true that health is wealth, If you'd take your proper place, If for health you'd join the race, Always with a smiling face.

Where you can get good drink I guess, Pure water we always use, Essences many from which to choose, Our list of drinks will yet amuse

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Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th June, 1903. [17]

## PUBLIC COMPANIES

## THE HONGKONG COTTON SPINNING WEAVING &amp; DYEING COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the OFFICES of the General Managers, THIS DAY (MONDAY), the 14th SEPTEMBER, at 11.30 A.M., for the purpose of receiving the Report of the Managing Committee and Statement of Accounts to 31st July, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 14th INST., both days inclusive.

JADDINE, MATHESON & CO., General Managers. Hongkong, 14th September, 1903. [2425]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on SATURDAY, the 26th SEPTEMBER, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 26th SEPTEMBER, both days inclusive.

DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 10th September, 1903. [2568]

## HUMPHREY'S ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS of the above COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, on SATURDAY, the 31st day of OCTOBER, 1903, at NOON, when the Subjoined Resolutions will be proposed, viz.:

1. That the Capital of the Company be increased from \$1,000,000 divided into 100,000 shares of \$10 each to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company may hereafter determine.

2. That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:

"The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

3. The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

4. The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

5. The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

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DR. N. H. CHAUN,  
27, DES VOEUX ROAD CENTRAL HONGKONG,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 14th March, 1903. [2490]

M. R. CHADWICK K E W  
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Office Hours—9 A.M. to 5 P.M.  
Hongkong, 16th June, 1903. [1721]

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Consultation Free.  
Hongkong, 21st March, 1903.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that the GUN PRACTICE at a target which was to be held on the 2ND INSTANT, from Stonecutters' Island, has been postponed, owing to bad weather, till the 16TH INSTANT, or, if the weather is not favourable on that day, till the 18TH INSTANT.

Practice will commence at about 7 A.M., and end at about 9 A.M., if the range is clear.

By Command, F. H. MAY,  
Colonial Secretary.  
Hongkong, 3rd September, 1903. [2494]

VIEW OF HONGKONG

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Hongkong, 12th June, 1903. [2011]

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Hongkong, 17th October, 1903. [204]

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GOLF FOR EVERYBODY.

II.

SOME ASPECTS OF GOLF,

BY HENRY SETON-KARR, M.P.  
(Author of "Sporting Tales," &c.)

There is an ancient story told to the effect that an athletic legislator, in the prime of manhood, was once asked if he had taken to golf, and replied with ill-concealed scorn that he was not yet old enough for the game. That legislator was doubtless wrong. Golf is a man's game in the fullest sense of the word. One has only to watch the course of an amateur golf championship contest being played on one of the first-class golf links of England or Scotland, and follow the winner through the three or four days of keen struggle with the various competitors he must meet and overcome, at the rate of two 18-hole rounds per day, in order to realize that, in the main, all the physical qualities of manhood, as well as some of its moral and mental attributes, are fully required and employed. The winner must be sound in wind and limb; he must possess, to a large extent at all events, that all-round muscular development which enables hand and back and leg and eye to act in rapid and harmonious unison; his strength must be controlled and act only at the proper instant; and above all he must possess that nerve and determination and good temper which will enable him to do his best before a gallery of spectators; to win through a losing game; and to triumph over those occasional misfortunes and "rubs of the green" which happen at times to the best of players at the most critical and inconvenient moments. All these qualities require that men *sans* corpore sans which it is no doubt the ambition of all healthy manhood to possess, and which demands for its attainment a certain amount of necessary discipline both of mind and body.

GOLF FOR THE STRONG.

Golf is therefore a man's game. It is also a game, not of brute force, but of skill. Strength no doubt is necessary for a first-class player, but his strength must be entirely subordinate to his skill, and must be absolutely under his control. A first-class golf-player, even when playing a forcing stroke, always conveys the impression of having something in reserve, a bit more strength "up his sleeve," so to speak, and that he has even in that extra long second shot that may be required for a recovery not fully extended himself; and yet in this case he has probably let himself go for all he is worth, but only at the exactly appropriate moment, neither a second too soon nor too late. Without arguing too much about terms, what is skill but strength perfectly trained and controlled? And what better field for its display—a display which is occasionally subtle, no doubt—than the game of golf. The amateur champion is one down at the eighteenth hole in the final round, let us say. He wins it by that wonderful mashie approach which looks as if it was going too far, but which fails dead, without any run, near the hole. "What a lucky fall," remarks an ignorant spectator. Not a bit of it. The ball was "out" by means of a trained strength of wrist which prevented the run, and gave the win. Or maybe the winning shot was a fifteen-foot putt that found the back of the hole. "A palpable fluke," says the arm-chair critic. But where does the "fluke" come in, when the lie of the green had been carefully studied, and the ball lightly struck with so firm, yet with so delicate and accurate a touch, that it ran perfectly true over five yards and no further of green turf, to a hole-eye four inches in diameter? Not much of a shot, perhaps, in practice, and when nothing depended on it, but certainly a triumph of trained skill and nerve before a thousand spectators, when a hair's breadth deviation of the little white ball meant the loss of match and championship?

TWO EXAMPLES OF POWER.

The late Freddy Tait was, on one occasion, playing the final round of the Calcutta Cup competition over the new course at St. Andrews, in which he was required to concede to a tough and first-class opponent like Johnny Low two holes up. At the eighteenth hole Tait was one hole down, and found his ball lying in rough grass off a slightly heeled drive. His opponent was straight on the course, and would probably lose out in a "bogey" five. The hole is a fairly long one, and Tait's only chance of winning the hole and halving the match was to reach the green some 200 yards away in his second from a grassy lie. It appeared a hopeless chance. Here the reserve strength of a first-class golfer came to the rescue. After studying the lie he took a wooden club, smote the ball absolutely true and hard, through its grassy bed; it soared into the air and fell on the edge of the green a full shot away, whence he held out in two, did his hole in four, halved the match with his opponent, and the next morning won the tie and the competition. Thus his ultimate success hung on this one shot which I have described. True, had he excusably half-struck it, his third might have been laid dead from a distance, but this was against all probability. In the shot in question Tait had no doubt, without apparent effort, put in that extra force of arm and wrist always held in reserve by a good player, exactly at the right moment, and with perfect accuracy, and thus ultimately landed himself a winner.

Here again is another instance of a master shot. The same player, Tait, in a similar competition, found himself backed by a determined youngster at St. Andrews, to whom he was conceding long odds, and who would not be shaken off. Half way on the homeward course, Tait found himself in a badly hanging lie after a somewhat—for him—indifferent drive. His opponent, from a good lie, had laid his brassie shot on the edge of the green, and was practically certain of a four. Tait shortened the grasp of his club, and with a half-swing laid his ball

with a beautiful low straight shot within ten feet of the flag, and held out in three. This particular stroke, from such a lie—a full shot for most players with a wooden club, even had the lie been perfect—required with a check a strength of wrist and forearm that only few players possess, combined with a perfect accuracy of delivery. But it came off; the young player was demoralized and lost the hole and the match. These strokes partake, no doubt, of the genius of golf, which is not given to many to possess.

GOLF FOR EVERYBODY.

With a beautiful low straight shot within ten feet of the flag, and held out in three. This particular stroke, from such a lie—a full shot for most players with a wooden club, even had the lie been perfect—required with a check a strength of wrist and forearm that only few players possess, combined with a perfect accuracy of delivery. But it came off; the young player was demoralized and lost the hole and the match.

M.P.'S AT GOLF.

Nothing is perhaps more remarkable in this connection than the growth of the entry for the yearly Parliamentary Golf Handicap. This year the number of peers, peersmen, and parliament men who entered for it exceeded one hundred, most of whom started, and the date of the initial stage of the handicap is supposed to have hastened the passing of the Procedure Rules. Some dozen years ago, when this handicap was originated in a casual way, by the writer and Sir Herbert Maxwell, the number of legislators who entered could nearly be counted on the fingers of two hands, and without peersmen and parliament men who hardly have made a respectable competition. Twenty years ago Wimbleton Common and Blackheath were the only available golf-courses near London, and membership could be acquired in the golf clubs of other places in a few days. Now the number of golf-links within immediate reach of the metropolis is legion, with long waiting lists of would-be members on the books of all their respective clubs.

To come back to our scornful legislator. Why did he imply that the game was only a kind of glorified skittles or croquet, a sort of excuse for old gentlemen, past all really manly exertion, to take the air? To hit a small white ball over grassy links into a series of holes in the ground, at unequal intervals apart, with a variety of ungainly looking implements, apparently ill-adapted to the purpose, the writer meanwhile waiting leisurely between the strokes,—what attraction can there be, he would no doubt suggest, for an able-bodied man in a so-called game of this kind. One answer is—*trial experimentum*—let him try it and see. Verbal descriptions are notoriously deceptive. A well-known national pastime may equally well be described as the throwing, striking with a wooden implement, and pursuit of a small brown leather ball over a smooth grassy award by a number of able-bodied men who might conceivably be more wisely employed. The same able-bodied men do these things constantly nevertheless, and are watched by thousands of Englishmen in the process, and a few of them even devote the best year of their manhood to this very occupation—for many months in each year. Golf is not a spectacular pastime, a game to sit and watch, like cricket. It does not, ordinarily, lend itself to a gallery. The average performer who frequently does, who very seldom accomplishes a *tour de force* or gallery shot, at all events exactly when it is required, and who often feels, and occasionally displays, signs of irritation and loss of temper, is not an attractive spectacle. Golf is a first-class game for anyone, be it noted, to play; it is most distinctly not the best game, watch, and may frequently bore the spectator unless he has "money" on the match. Its attraction is a subtle quality which is only gradually recognised and felt; but when it is once fairly aroused in any individual, it usually comes to stay, and may even develop into a veritable mania. It is a man's game, most certainly, but so also is a schoolboy's holiday game, an old man's game, and a duffer's game, and thus can be played, so to speak, from the cradle to the grave. It is, also, of course, within limits, a woman's game. But space will not permit its feminine aspect to be dealt with here.

THE WORLD'S GOLF.

The reasons for this universality are not far to seek. Two men—or boys—can play it. Each plays his own ball, and has not to take the diploma or service of another as in cricket, tennis and the like. The science of handicap can bring any two players of the wildest divergences of skill—within reason—together; and while the game is in progress each has his full share of the game, as is not the case in football, cricket, or even in four-handed rackets and tennis. It thus lends itself to all sorts and conditions of men, idle or busy, old or young, and supplies all the rivalry of a game of skill in the open air, with healthful exercise, in a manner and with an even-handed impartiality unrivalled by any other pastime or form of friendly contest. Finally it necessitates the existence of a social club, in whose building and course its members possess a community of interest and bond of good fellowship.

The growth of golf in England and America during the past decade or more is a matter of common knowledge, and need not be enlarged on here. There are now golf courses in the Rocky Mountains, where the rarified mountain air—I

have personally verified this statement—enables a golf ball to be driven at least twenty yards further with the same exertion, than in lower altitudes. Writing as a Scotshman, I may perhaps be excused, though not universally pardoned, for observing that the practical and hardened race north of the Tweed were the first

of Celts or Anglo-Saxons, not only to invent the game, but also to realise its social and national advantages. They played it years before the, in this respect, slower-witted Southrons had even heard of a niblick or a clock, or realised the beauties of a putting-green guarded by sandy bunkers. King James of Scotland, we are told, tried to introduce golf into England in order to civilise the savages whom he had annexed. But he was somewhat in advance of his time. For it is only lately that these same "savages" have really grasped the merits of the game. Having at length done so, it is a pleasing duty to note that they occasionally beat the Soys in friendly contests therein.

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Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 3rd September, 1903. [2484]

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DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE &c.	SUMATRA	Brit. str.	W. Hayward	P. & O. S. N. Co.	About 18th inst.
LIVERPOOL	JASON	Brit. str.		BUTTERFIELD & SWINE	23rd October.
MARSEILLES, LONDON & ANTWERP.	KINTUCK	Brit. str.	Robinson	BUTTERFIELD & SWINE	To-morrow.
MARSEILLES, LONDON & S. POET	KAMAKURA MARU	Jap. str.	H. Peterson	NIPPON YUSEN KAISHA	19th inst., D'light
MARSEILLES, &c. VIA PORTS OF CALL.	TOKIN	Fren. str.	Schmitz	MESSAGERIES MARITIMES	22nd inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP.	GLACIUS	Brit. str.	Hilben	BUTTERFIELD & SWINE	29th inst.
MARSEILLES, LONDON & S. POET &c.	INABA MARU	Jap. str.	W. Bainbridge	NIPPON YUSEN KAISHA	3rd Oct., Daylight.
MARSEILLES, LONDON & ANTWERP.	AGAMEMNON	Brit. str.	N. Nash	BUTTERFIELD & SWINE	13th October.
PAK LING	BAYERN	Brit. str.	H. Formes	BUTTERFIELD & SWINE	27th October.
BAVIER	ANDALUSIA	Brit. str.	von Dolhen	MELCHERS & CO.	26th inst., at Noon.
BRISGAVIA	A BESSINA	Gor. str.	Filler	HAMBURG-AMERIKALINIE	23rd inst.
SAXONIA	BRISGAVIA	Gor. str.	Schulke	HAMBURG-AMERIKALINIE	6th October.
PINSUET	C. W. WARRELL	Gor. str.	Brehmer	HAMBURG-AMERIKALINIE	20th November.
PESSIA	CRACIOTTO	Gor. str.	W. Williams	BUTTERFIELD & SWINE	19th inst., P.M.
ODDESSA	RUS. str.	A. G. TSCHAKOW	A. Christiani	SANDER, WIELER & CO.	19th inst., P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	LEBAEAMAR	Brit. str.	R. P. Craven	BRADLEY & CO.	About 20th inst.
NEW YORK, VIA SUEZ CANAL	NOEDRYS	Iros. str.	A. Bor	DODDWEIL & CO. LTD.	About 12th inst.
VANCOUVER, VIA SHANGHAI &c.	E. OF JAPAN	Brit. str.	R. Pybus	SHEWAN, TOME & CO.	30th inst., at Noon.
VANCOUVER, VIA SHANGHAI &c.	TARTAR	Brit. str.	E. Benthom	CANADIAN PACIFIC R. CO.	23rd inst., at Noon.
VICTORIA & TACOMA VIA JAPAN.	LYRA	Brit. str.	F. Williams	CANADIAN PACIFIC R. CO.	7th October.
VICTORIA (B.C.) & SEATTLE VIA SHAI &c.	TOBA MARU	Brit. str.	NIPPON YUSEN KAISHA	23rd inst., 4 P.M.	
VICTORIA (B.C.) & SEATTLE VIA NSAKI &c.	CALCHAS	Jap. str.	A. Christiani	HAMBURG-AMERIKALINIE	6th Oct., 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHAI &c.	KAGA MARU	Brit. str.	R. P. Craven	BUTTERFIELD & SWINE	17th inst., Daylight.
VICTORIA (B.C.) & SEATTLE VIA NSAKI &c.	INDRAVELLI	Brit. str.	W. Wall	PORTLAND & ASIATIC CO.	About 19th inst.
PORLAND, OREGON	ESTERN	Brit. str.	H. Formes	GIBB, LIVINGSTON & CO.	To-day.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	J. M. D. Howie	BUTTERFIELD & SWINE	18th inst., D'light.
YOKOHAMA & KOBE	FRIBURG	Brit. str.	J. M. D. Howie	HAMBURG-AMERIKALINIE	23rd inst., at Noon.
YOKOHAMA, KOBE & TSIINGTAU	JAVA	Brit. str.	Prosos	P. & O. S. N. CO.	5th October.
YOKOHAMA, VIA SHANGHAI MOI & KOBE	KINSHU MARU	Jap. str.	T. Harrison	NIPPON YUSEN KAISHA	17th inst., Daylight.
KOJI, KOBE & YOKOHAMA	KAGOSHIMA	Jap. str.	J. MacKenzie	NIPPON YUSEN KAISHA	2nd Oct., at Noon.
KOJI, KOBE & YOKOHAMA	PRONTO	Gor. str.	G. Anderson	NIPPON YUSEN KAISHA	25th inst., D'light.
YOKOHAMA & KOBE	NANCHANG	Brit. str.	R. P. Craven	HAMBURG-AMERIKALINIE	19th inst., at Noon.
YOKOHAMA & KOBE	CHINKIANG	Brit. str.	J. Robinson	BUTTERFIELD & SWINE	23rd inst.
YOKOHAMA & KOBE	SINHILITZ	Ans. str.	W. D. Brymer	P. & O. S. N. CO.	To-day.
YOKOHAMA & KOBE	SINHILITZ	Ans. str.	C. Dovers	MELCHERS & CO.	Quick despatch.
YOKOHAMA & KOBE	E. FERDINAND	Ans. str.	E. Klusberger	SANDER, WIELER & CO.	18th inst., P.M.
YOKOHAMA & KOBE	DAIGI MARU	Jap. str.	T. W. Groves	OSAKA SHOSEN KAISHA	17th inst.
YOKOHAMA & KOBE	MAINZURO M.	Jap. str.	K. Akashi	OSAKA SHOSEN KAISHA	16th inst.
YOKOHAMA & KOBE	TAIKANG	Jap. str.	I. Goto	OSAKA SHOSEN KAISHA	20th inst.
YOKOHAMA & KOBE	HAIRUN	Jap. str.	Gibson	DOUGLAS LAPEAK & CO.	To-day, at 11 A.M.
YOKOHAMA & KOBE	HALSEY	Brit. str.	Robson	BUTTERFIELD & SWINE	Tomorrow, 10 A.M.
YOKOHAMA & KOBE	KAIFENG	Brit. str.	Pompey	BUTTERFIELD & SWINE	16th inst.
YOKOHAMA & KOBE	ROSETTA MARU	Jap. str.	H. J. Smith	TOYO KISEN KAISHA	16th inst., 11 A.M.
YOKOHAMA & KOBE	ROSETTA MARU	Brit. str.	G. S. Weigall	JEDING, MATHERSON & CO.	18th inst., at 4 P.M.
YOKOHAMA & KOBE	LOONGSAN	Brit. str.	R. W. Almond	SHEWAN, TOME & CO.	19th inst., 10 A.M.
YOKOHAMA & KOBE	PEELA	Brit. str.	J. M. D. Howie	BUTTERFIELD & SWINE	5th October.
YOKOHAMA & KOBE	BOBNEO	Gor. str.	Muhle	MELCHERS & CO.	19th inst., at 4 P.M.
YOKOHAMA & KOBE	IDZUMI MARU	Jap. str.	M. Yagi	NIPPON YUSEN KAISHA	22nd inst., at 5 P.M.
YOKOHAMA & KOBE	SWIFT	Brit. str.	A. Stewart	DAVID SASSON & CO., LTD.	To-morrow, Noon.
YOKOHAMA & KOBE	CHI WO	Brit. str.	A. E. Monger	CHI WO	Quick despatch.

## VESSELS ADVERTISED AS LOADING.

HAMBURG-AMERIKALINIE  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Care of through traffic to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the LEVANTE, BLACK SEA and BALTIc PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ANDALUSIA	HAVRE and HAMBURG	On 23rd Sept. Freight.
Capt. von Döhren	(Calling at Singapore and Colombo)	
ABESINIA	HAVRE and HAMBURG	On 6th Oct. Freight.
Capt. Filler	(Calling at Singapore and Penang)	
BRISGAVIA	HAVRE and HAMBURG	On 20th Oct. Freight.
Capt. Schulte	(Calling at Singapore and Colombo)	
SAXONIA	HAVRE and HAMBURG	On 3rd Nov. Freight.
Capt. Brämer	(Calling at Singapore and Penang)	

For Further Particulars, apply to

HAMBURG-AMERIKALINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, NO. 1.

131

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA.  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.SAFETY. SPEED. PUNCTUALITY.  
"Express" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	
R. M.S. "EMPEROR OF JAPAN"	6,000 Tons
WEDNESDAY, 23rd Sept. 1903	WEDNESDAY, 23rd Sept.
R. M.S. "TARTAR"	4,425 Tons
WEDNESDAY, 7th Oct.	WEDNESDAY, 21st Oct.
R. M.S. "EMPEROR OF CHINA"	6,000 Tons
WEDNESDAY, 21st Oct.	WEDNESDAY, 4th Nov.
R. M.S. "ATHENIAN"	3,882 Tons
WEDNESDAY, 4th Nov.	WEDNESDAY, 18th Nov.
R. M.S. "EMPEROR OF INDIA"	6,000 Tons
WEDNESDAY, 18th Nov.	WEDNESDAY, 16th Dec.
R. M.S. "EMPEROR OF JAPAN"	6,000 Tons
WEDNESDAY, 16th Dec.	WEDNESDAY, 13th Jan. 1904
R. M.S. "EMPEROR OF CHINA"	6,000 Tons
WEDNESDAY, 13th Jan.	WEDNESDAY, 27th Jan.
R. M.S. "ATHENIAN"	3,882 Tons
WEDNESDAY, 27th Jan.	WEDNESDAY, 16th Feb.
R. M.S. "TARTAR"	4,425 Tons
WEDNESDAY, 16th Feb.	WEDNESDAY, 24th Feb.
R. M.S. "EMPEROR OF JAPAN"	6,000 Tons
WEDNESDAY, 24th Feb.	WEDNESDAY, 30th Mar.
R. M.S. "EMPEROR OF CHINA"	6,000 Tons
WEDNESDAY, 30th Mar.	WEDNESDAY, 24th April.
R. M.S. "ATHENIAN"	3,882 Tons
WEDNESDAY, 24th April.	WEDNESDAY, 27th May.
R. M.S. "EMPEROR OF JAPAN"	6,000 Tons
WEDNESDAY, 27th May.	

THE magnificient TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" in 14 DAYS) saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 8, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CAES and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder Street.

6

TOYO KISEN KAISHA  
MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROSETTA MARU"	H. S. Smith	3276	Wednesday, 16th September, at 11 A.M.
"ROHILLA MARU"	E. P. Bishop	3369	Tuesday, 15th September, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

1478

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

For further Particulars, apply to E. A. NEWELL, Superintendent.

Hongkong, 11th September, 1903.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
</tbl

## OCEAN STEAM SHIP CO., LTD.

AND

CHINA MUTUAL STEAM  
NAVIGATION CO. LTD.  
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND HUMATRA PORTS.  
OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"JASON"	On 15th September.
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.
GLASGOW and LIVERPOOL	"TANTALUS"	On 7th October.
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th October.
GLASGOW and LIVERPOOL	"OANFA"	On 27th October.

## HOMEBWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
GENOA and LIVERPOOL	"PINGSUEY"	On 19th September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 28th September.
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October.
LIVERPOOL	"JASON"	On 23rd October.
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"CALCHAS"	On 2nd October.
The s.s. "JASON" left Singapore on the 10th inst., p.m., and is due here on the 15th inst.	"OANFA"	On 2nd November.
The s.s. "MACHAO" left Victoria on the 2nd inst., for Japan and Hongkong.		
For Freight, apply to		

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 12th September, 1903.

## CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CHINGTU"	On 14th September.
SHANGHAI	"CHINKIANG"	On 14th September.
MANILA	"KAIFONG"	On 16th September.
CHEFOO and TIENTSIN	"NANCHANG"	On 23rd September.
MANILA	"CHINGTU"	On 5th October.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled able. A duly qualified Surgeon is carried.

+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 11th September, 1903.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.			
FOR	STEAMERS	LEAVING	
TAMSUI, VIA SWATOW AND AMOY	"DAIGI MARU"	THURSDAY, 17th September.	
TAMSUI, VIA SWATOW AND AMOY	"DALIN MARU"	WEDNESDAY, 23rd September.	
ANPING, VIA SWATOW AND AMOY	"OOGA MARU"	WEDNESDAY, 16th September.	
FOOCHOW, VIA SWATOW AND AMOY	"MAIDZUREU MARU"	SUNDAY, 20th September.	
	"ANPING MARU"	I. GOTO	
The Co's new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.			
All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.			
Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.			
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Knishia's steamers from Shanghai.			
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.			
Hongkong, 14th September, 1903.			T. ARIMA, Manager

## NORTHERN PACIFIC STEAMSHIP CO.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

## PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.

* LYRA	E. Williams	4,417	September 17th
TACOMA	A. Dixon	2,812	September 24th
VICTORIA	J. Panton	3,502	October 10th
SHAWMUT	W. M. Smith	9,606	November 11th

Steamers marked \* have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL &amp; COMPANY, LIMITED,

GENERAL AGENTS.

71

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sundays excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 18th November, 1903.

[65]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUZE CANAL WITH LIBERTY TO CALL AT PHILIPPINE PORTS.

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"BRAEMAR" ... 12th Sep.

"SATSUMA" ... 23rd Sep.

"SHIMOSA" ... 10th Oct.

"KURDISTAN" ... 24th Oct.

"RICHMOND CASTLE" ... 7th Nov.

For Freight and further information apply to

DODWELL &amp; CO., LTD.

Agents.

Hongkong, 4th September, 1903.

[112]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

T

ON THURSDAY, the 25th September, 1903, at 1 P.M., the Company's Steamship "TONKIN" Captain Schnitz, with Maule, Passengers, Specie and Cargo, will leave this Port for Marseilles via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian line s.s. "Dumbia" bound for Marseilles via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 21st September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX.

Agent.

Hongkong, 10th September, 1903.

[12]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DAEWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.) THE Steamship

T

"EASTERN," Captain W. Ellis, will be despatched for the above ports on WEDNESDAY, the 23rd September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &amp;c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.

Agents.

Hongkong, 23rd August, 1903.

[2419]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUZE CANAL.

THE Steamship

"NORDKYN," Captain A. Beer,

will be despatched on WEDNESDAY, the 30th SEPTEMBER.

For Freight, &amp;c., apply to

SHEWAN, TOMES &amp; CO.

General Agents.

Hongkong, 31st August, 1903.

[2440]

CHINA NAVIGATION CO. LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY,

SINGLE, \$20.; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 4th July, 1903.

[1964]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."

951 Tons. Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

## POST OFFICE NOTICES.

The *Seydis*, with the German Mail, left Singapore on Saturday, the 12th inst., at 8 a.m., and may be expected here on or about Wednesday, the 16th inst., at 4 p.m.

## MAILS WILL CLOSE.

## FOR

## PER

## DATE

Canton	Hongkong	Monday, 14th, 7.30 A.M.
Swatow	Hatien	Monday, 14th, 10.00 A.M.
Saigon	Trikor	Monday, 14th, 11.00 A.M.
Macao	Hengchau	Monday, 14th, 1.15 P.M.
Swatow	An Pho	Monday, 14th, 2.00 P.M.
Sandakan	Borneo	Monday, 14th, 3.00 P.M.
Yokohama and Kobe	Chingtao	Monday, 14th, 3.00 P.M.
Meji, Kobe, Yokohama and Portland (Oregon)	Indramadu	Monday, 14th, 4.00 P.M.
Shanghai	Chinkiang	Monday, 14th, 4.00 P.M.
Nambo	Tai Chan	Monday, 14th, 5.00 P.M.
Sanbu	Hoi Po	Monday, 14th, 5.00 P.M.
Macao	Wangchak	Monday, 14th, 5.00 P.M.
Canton	Pishan	Monday, 14th, 8.00 A.M.
Swatow, Amoy and Foochow	Thales	Tuesday, 15th, 11.00 A.M.
Singapore, Pusan and Calcutta	Catherine Apac	Tuesday, 15th, 11.00 A.M.
Kobe	Kinshia	Tuesday, 15th, 2.00 P.M.
Yokohama and Kobe	Suiwang	Tuesday, 15th, 3.00 P.M.
Shanghai	Choyang	Tuesday, 15th, 15.00 P.M.

MACAO, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO  
(Late Letters 5.30 to 6.00 P.M. Extra Postage 10 cents)

EUROPE, &c., India via Tuticorin  
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)  
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila... Yokohama, Kobe and Tsingtau  
TO-DAY.  
Meeting of the Hongkong Cotton Spinning & Weaving and Dyeing Co., Ltd. 11.30 a.m.  
Sale, Crown Land, Public Works Department, 3 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.— Telegraphic Transfer ..... 1/10  
Bank Bills, on demand ..... 1/10 1/4  
Bank Bills, at 30 days' sight ..... 1/10 1/4  
Bank Bills, at 4 months' sight ..... 1/10 1/4  
Credits, at 4 months' sight ..... 1/10 1/4  
Documentary Bills, 4 months' sight/1/4

ON PARIS.— Bank Bills, on demand ..... 235  
Credits, at 4 months' sight ..... 238

ON GERMANY.— On demand ..... 190

ON NEW YORK.— Bank Bills, on demand ..... 454  
Credits, 60 days' sight ..... 462

ON BOOMA.— Telegraphic Transfer ..... 1392  
Bank, on demand ..... 1392

ON CALCUTTA.— Telegraphic Transfer ..... 1394  
Bank, on demand ..... 1394

ON SHANGHAI.— Bank, at sight ..... 73  
Private, 30 days' sight ..... 73

ON YOKOHAMA.— On demand ..... 804

ON MANILA.— Nominal  
On demand ..... Nominal

ON SINGAPORE.— Nominal  
On demand ..... Nominal

ON BATAVIA.— On demand ..... 1124

ON HAIPHONG.— On demand ..... 2 p.m.

ON SAIGON.— On demand ..... 12 p.m.

ON BANGKOK.— On demand ..... 624

SOVEREIGN BANK'S BUYING RATE \$10.80  
GOLD LARAH, 100 fine, per tael ..... 58  
RUPEE SILVER, per oz. ..... 26 1/4

## OPIUM.

12th September.  
Quotations are— Allow no'st to 1 cent.  
Malwa New ..... \$1050 to — per picul  
Malwa Old ..... \$1020 to —  
Malwa Older ..... \$1050 to —  
Malwa V. Old ..... \$1120 to —  
Persian fine quality \$840 to —  
Persian extra fine \$840 to —  
Patna New ..... \$1105 to — per chest.  
Patna Old ..... \$1102 to —  
Bihar New ..... \$1102 to —  
Bihar Old ..... — to —

## VESSELS EXPECTED.

THE INDIAN MAIL.  
The Indo-China steamer *Nansang*, from Calcutta and the Straits, left Singapore for this port on the 8th inst., p.m., and may be expected here to-day.

THE GERMAN MAILS.  
The Imperial German mail steamer *Bayern* left Kobe, via Nagasaki and Shanghai on the 6th inst., p.m., and may be expected here to-morrow.

The Imperial German mail steamer *Seydis* left Singapore on the 12th inst., at 8 a.m., and may be expected here on the 16th inst., at 4 p.m.

THE AMERICAN MAIL.  
The O. & O. steamer *Coptic* left Nagasaki for Manila on the 8th inst., and is due to arrive there on the 13th inst., and is due to this port on or about the 17th inst.

The T.K.K. steamer *America Maru* left San Francisco for this port, via Honolulu, &c., on the 26th ult.

THE MERCHANT STEAMERS.  
The N.D.L. steamer *Freiburg*, from Hamburg, left Singapore for this port on the 8th inst., p.m., and may be expected here to-day, at daylight.

The C. & M. steamer *Rubi* left Manila on the 12th inst., at 10 a.m., and is due here to-day, at noon.

The O.S.S. steamer *Jason* left Singapore on the 10th inst., p.m., and is due here to-morrow.

The A.L. steamer *Persia* left Moji via Shanghai for this port on the 10th inst.

The A.L. steamer *Franz Ferdinand* left Singapore for this port on the 10th inst.

The C.C. steamer *Atoll*, from San Francisco on the 18th ult., arrived at Kobe on the 9th inst., a.m.

The C.P.R. steamer *Tuticorin* arrived at Yokohama at 5 p.m. on the 10th inst., and left again at 10 a.m. on the 11th inst., for Kobe, where she was due to arrive at 4 p.m. on the 12th inst.

The E. & A. steamer *Australasian* left Sydney on the 2nd inst., via Queensland ports, Port Darwin and Manila, and may be expected here on the 23rd inst.

The C.N. steamer *Taiping*, from Australian ports via Manila, left Sydney on the 5th inst., and is expected here on the 26th inst.

The N.Y.K. steamer *Kagoshima Maru* (Bomby Line) left Bombay for this port on the 12th inst., and is expected here on the 29th inst.



CUTLER, PALMER & CO., LONDON  
Agents  
LANE, CRAWFORD & CO.,  
HONGKONG.

Ideal Milk



Enriched 20 per cent.  
with Cream.

Sterilized—Not Sweetened.  
A Perfect Substitute for Fresh  
Milk.

## JOINT STOCK SHARES.

Hongkong, 11th September.

COMPANY	PAID UP.	QUOTATIONS.
Hongkong & Shantung	\$125	\$650, sales & buy. £100 20s.
Natl. Bank of China	—	£28 28s, sales £28 28s.
A. Sharee	—	£1 10s, sellers £1 10s.
B. Shuree	—	£1 10s, sellers £1 10s.
Bell's Asbestos E. A. Campbell, Moore & Co., Ltd.	—	£10 10s, sellers £10 10s.
China Light & Power Co., Ltd.	—	£20 20s, sellers £20 20s.
China Prov. & M. Cigar Companies	—	£10 10s, sellers £10 10s.
Alhamra, Ltd.	—	£50 50s, buyers £50 50s.
Philippine Tobacco Trust Co., Ltd.	—	£50 50s, sellers £50 50s.
Cotton Mills	—	£100 TL 36.
International	—	TL 75 TL 40, sellers £100 TL 40, buyers £100 TL 40.
Lau Kong Mow	—	£100 TL 40, buyers £100 TL 40.
Sycoyes	—	£10 10s, buyers £10 10s.
Dairy Products	—	£10 10s, buyers £10 10s.
Fenwick & Co., Ltd.	—	£25 25s, buyers £25 25s.
Green Island Cement	—	£10 10s, buyers £10 10s.
H. & C. Bakery	—	£10 10s, buyers £10 10s.
Hongkong Electric	—	£10 10s, buyers £10 10s.
Steamer Water-boat Co. Ltd.	—	£10 10s, buyers £10 10s.
Wing Cheong	—	£10 10s, buyers £10 10s.
Hongkong Hotel	—	£10 10s, buyers £10 10s.
H. & K. Wharf & G.	—	£10 10s, buyers £10 10s.
Hongkong Rape	—	£10 10s, buyers £10 10s.
H. & W. Dock Insurance	—	£10 10s, buyers £10 10s.
Canton	—	£100 TL 36.
China Fire	—	£100 TL 36.
China Trade	—	£100 TL 36.
Hongkong Fire	—	£100 TL 36.
North China	—	£100 TL 36.
Straits	—	£100 TL 36.
Union	—	£100 TL 36.
Yangtze	—	£100 TL 36.
Land and Building	—	£100 TL 36.
Hongkong Land Inv.	—	£100 TL 36.
Humphreys Estate	—	£100 TL 36.
Kowloon Land & Is.	—	£100 TL 36.
West Point Building	—	£100 TL 36.
Luxon Sugar	—	£100 TL 36.
Manila Livestock Co., Ltd.	—	£100 TL 36.
Aining	—	£100 TL 36.
Charbonnages	—	£100 TL 36.
Jeju	—	£100 TL 36.
Punjoo	—	£100 TL 36.
Do. Preference	—	£100 TL 36.
Raubis	—	£100 TL 36.
New Amoy Dock	—	£100 TL 36.
Oriental Hotel, Manila	—	£100 TL 36.
Powell, Co., Ltd.	—	£100 TL 36.
Robinson Piano Co., Ltd.	—	£100 TL 36.
Steamship Co.	—	£100 TL 36.
China and Manila	—	£100 TL 36.
Douglas Steamship	—	£100 TL 36.
H. & C. Cotton & Ind.-China S. N.	—	£100 TL 36.
Steel Transport and Trading Co.	—	£100 TL 36.
Star Ferry	—	£100 TL 36.
S.C.E. B. & Co., Ltd.	—	£100 TL 36.
S. & H. Dyeing & Co., Ltd.	—	£100 TL 36.
Tebrau Planting Co., United Asbestos Co., Do., Universal Trading Co., Ed.	—	£100 TL 36.
Watson & Co., A.S.	—	£100 TL 36.
ASPARAGUS.	—	£100 TL 36.
ASPARAGUS.	—	£100 TL 36.
SWEET INDIAN CORN.	—	£100 TL 36.
FRESH HONEY IN COMBS.	—	£100 TL 36.
All these can be had fresh every day. Please call at CHING SHAN CHAN, No. 41, Central Market, Hongkong, 9th September, 1903. [180]	—	£100 TL 36.
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CODE WORD: "DOCK," NAGASAKI.

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DOCK No. 1 (at TATEGAMI). Extreme Length ..... 523 feet.

Length on Blocks ..... 513 "

Width of Entrance on Top ..... 89 "

Width of Entrance on Bottom ..... 77 "

Water on Blocks at Spring Tide ..... 261 "

DOCK No. 2 (at MUKAIJIMA). Extreme Length ..... 371 feet.

Length on Blocks ..... 350 "

Width of Entrance on Top ..... 66 "